

RC UPDATE

2023 KPI UPDATE

- KPI forms received by published deadline = 48 (75%)
- KPI forms received by extended deadline = 64
- Next year there will be no extension to February deadline

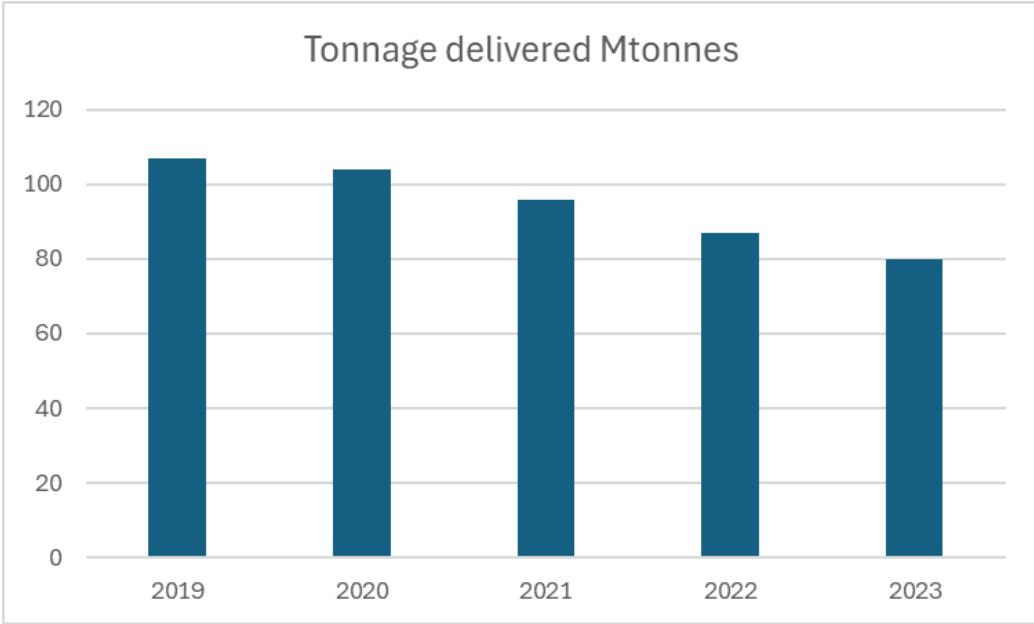
7.2 Split of trucks used for chemical transport as at 31-12-2023 (BY FUEL TYPE)		
	Number of owned trucks (excludes subcontractors)	Percentages (includes subcontractors)
Diesel (inc Bio-blend up to 7%)	921	99.00%
100% Biofuel	0	0.00%
HVO	7	1.00%
LBG/Biomethane	0	0.00%
Total	928	100.00%

8. EMISSIONS (OBLIGATORY for 2023 report)		
8.1 Emission KPI's		
Emissions per Tonne-kilometre (g CO ₂ e / tkm)	18.80	
Total fuel consumption Scope 1 (litres)	5,026,092,014	
CO ₂ e Emissions Scope 1 (tonnes)	28,744,557	
CO ₂ e Emissions Scope 3 (lit Tonnes)	43,039	
8.2 Totals CO ₂ e per Mode in Tonnes:		
Road incl. Pre- and On-Carriage	21,965.37	
Shortsea	62,948.33	
Barge/Inland Waterways	9,568.72	
8.3 CO ₂ e Intensity per Mode:		
(grams CO ₂ e / tkm)		
Road incl. Pre- and On-Carriage	55.48	
Shortsea	7.30	
Barge/Inland Waterways	10.84	
8.4 Share of total CO ₂ e emissions per transport mode:		
... % of total emissions on road incl. Pre- and on-carriage	66.6%	
... % of total emissions on Short-Sea	23.2%	
... % of total emissions on Rail	10.1%	
... % of total emissions on Barge/Inland Waterways	0.0%	
Total	100.00%	

94482.42

2023 RC KPI REPORTS

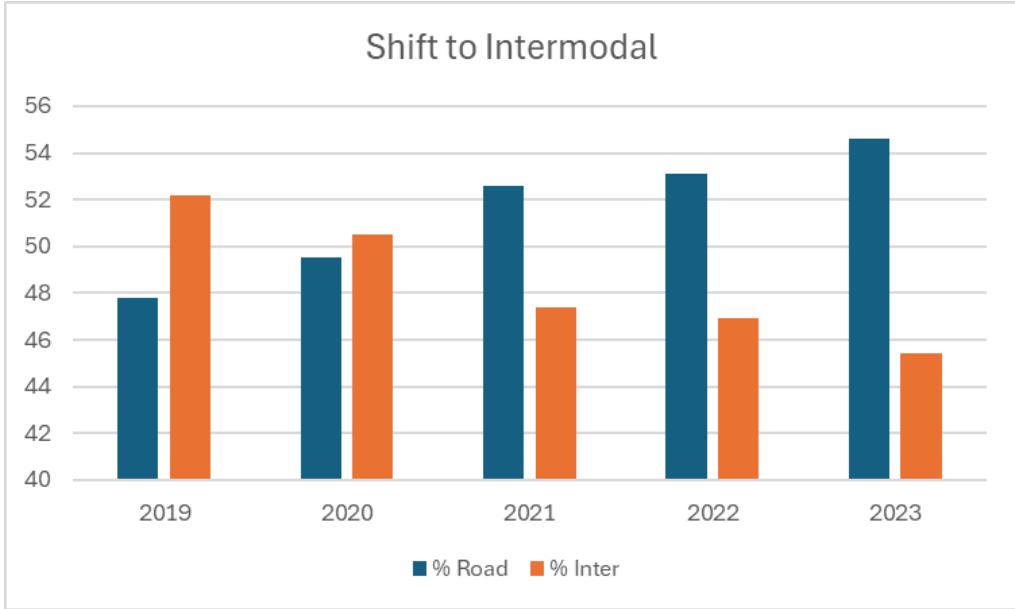
Tonnage delivered	
Year	Mtonnes
2019	107
2020	104
2021	96
2022	87
2023	80



Continued downward trend in volumes
Average payload has reduced slightly from 22.2 tonnes in 2022 to 22.0 tonnes in 2023

2023 RC KPI REPORTS

Shift to Intermodal		
Year	% Road	% Inter
2019	47.8	52.2
2020	49.5	50.5
2021	52.6	47.4
2022	53.1	46.9
2023	54.6	45.4

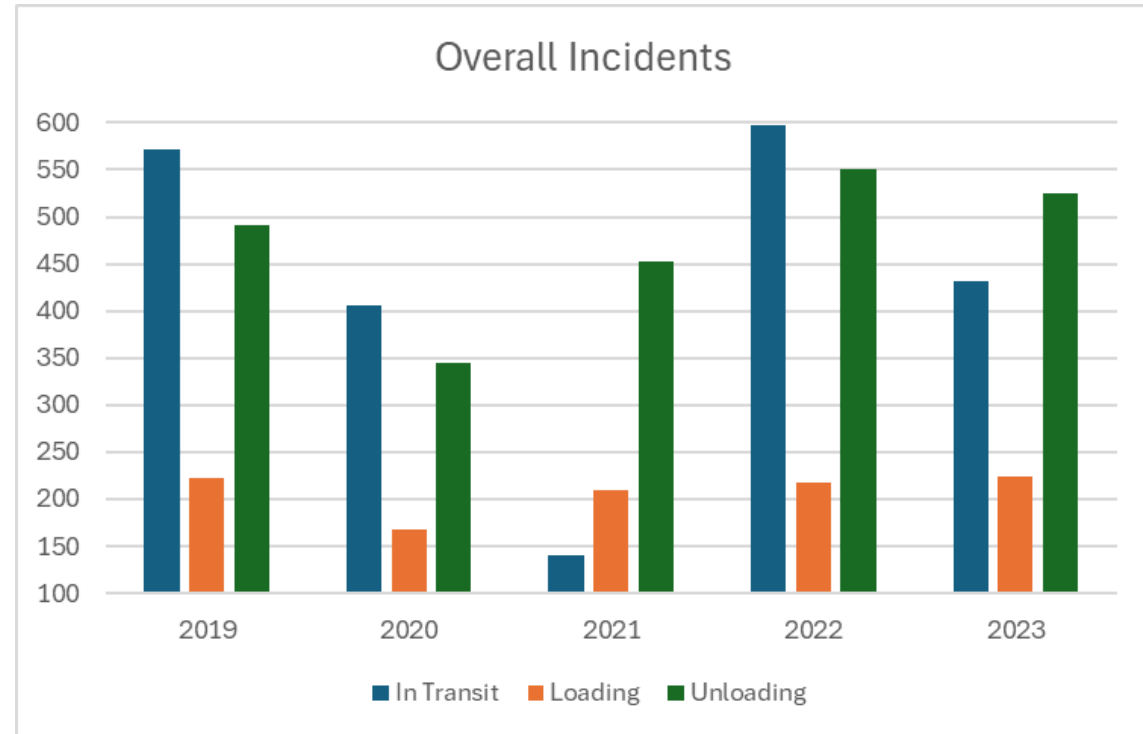


Continued shift back to road

2023 RC KPI REPORTS

Overall incidents			
Year	In Transit	Loading	Unloading
2019	571	223	491
2020	406	168	344
2021	140	210	452
2022	598	217	550
2023	431	224	525

Overall incidents			
Year	In Transit (per M KMs)	Loading (per 1,000 orders)	Unloading (per 1,000 orders)
2022	0.214	0.056	0.141
2023	0.185	0.061	0.143
	86%	109%	101%

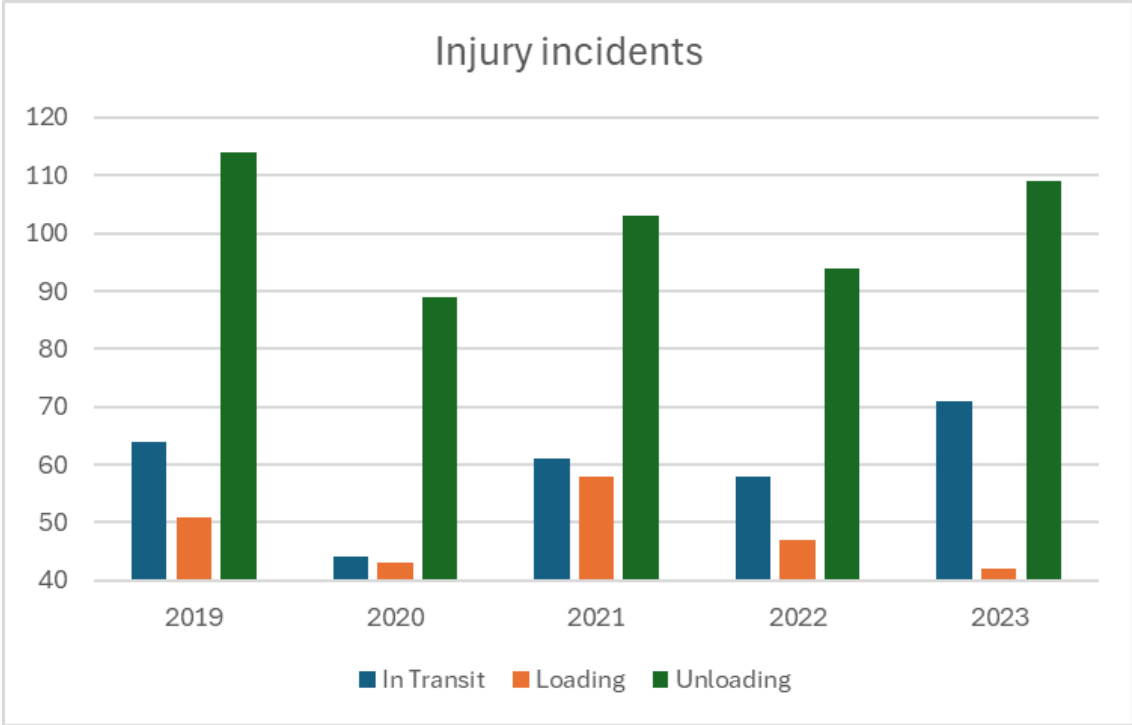


Overall incidents in transit includes 23 rollovers for 2023
27 companies (40%) report zero injury incidents across all categories ???

2023 RC KPI REPORTS

Injury incidents			
Year	In Transit	Loading	Unloading
2019	64	51	114
2020	44	43	89
2021	61	58	103
2022	58	47	94
2023	71	42	109

Injury incidents			
Year	In Transit (per MKMs)	Loading (per 1,000 orders)	Unloading (per 1,000 orders)
2022	0.021	0.012	0.024
2023	0.030	0.011	0.030
	143%	92%	125%



Benchmark injury ratios

Continues to show most injuries happen during Unloading
 Injury incidents include **3 deaths in transit and 1 at unloading**

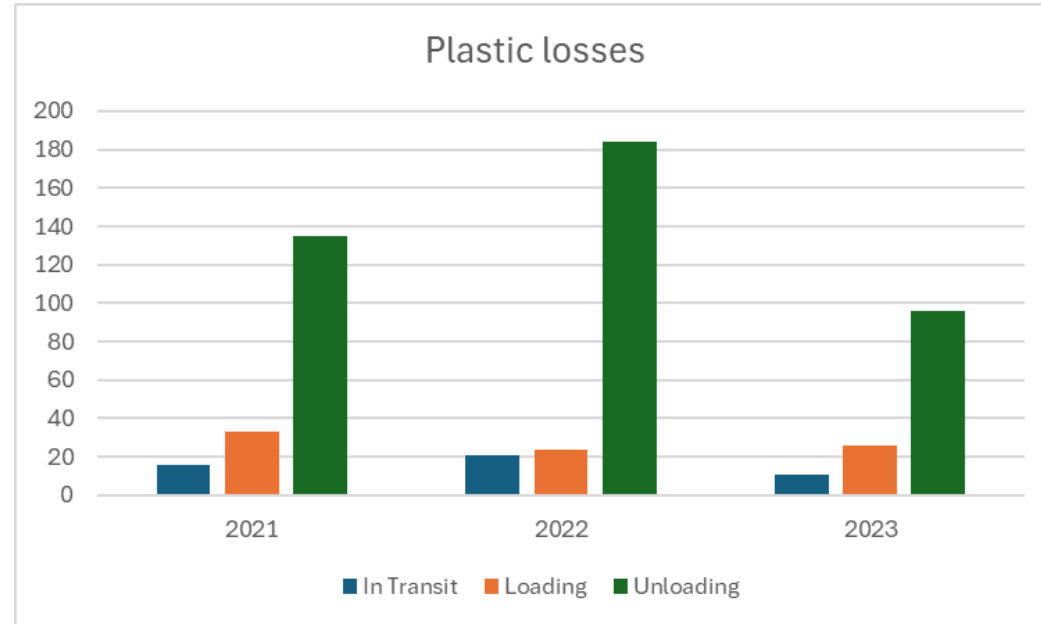
2023 FATALITIES

Fatalities reported in 2023

Type	Country	Summary
In Transit	Spain	Car driver got out of his vehicle on a bend with no high visibility clothing and was hit by the truck. Corroborated by the authorities
In Transit	France	Car driver crashed head on into truck in an apparent suicide. Dry road, sunshine & no braking
In Transit	Romania	Driver lost control of his vehicle due to a heart attack and died at the scene
Unloading	Spain	A non-integrated subcontractor fell whilst working on top of a tank without a safety harness. Transport company have now fitted a safety line to all their tanks and insist that subcontractors do the same.

2023 RC KPI REPORTS

Plastic losses			
Year	In Transit	Loading	Unloading
2021	16	33	135
2022	21	24	184
2023	11	26	96
Plastic losses per million (dry bulk) KMs			
Year	In Transit	Loading	Unloading
2023	0.010	0.025	0.091



Improvement on last two years

2023 RC KPI REPORTS

Vehicle fleets by engine type				
	2023		2022	
Engine	Number	%	Number	%
Euro VI	11,470	92.1%	12,466	87.1%
Euro V	721	5.8%	1,512	10.6%
Euro I-IV	79	0.6%	125	0.9%
Alt fuel	182	1.5%	216	1.5%
TOTALS	12,452	100%	14,319	100%

Vehicle fleets by fuel type (2023 only)		
Fuel	%	
Diesel	95.66	
HVO	3.27	
Bio diesel	0.66	
Bio gas	0.42	

Alt fuel includes ; LNG/CNG, Hydrogen, Electric, Hybrid

Summary

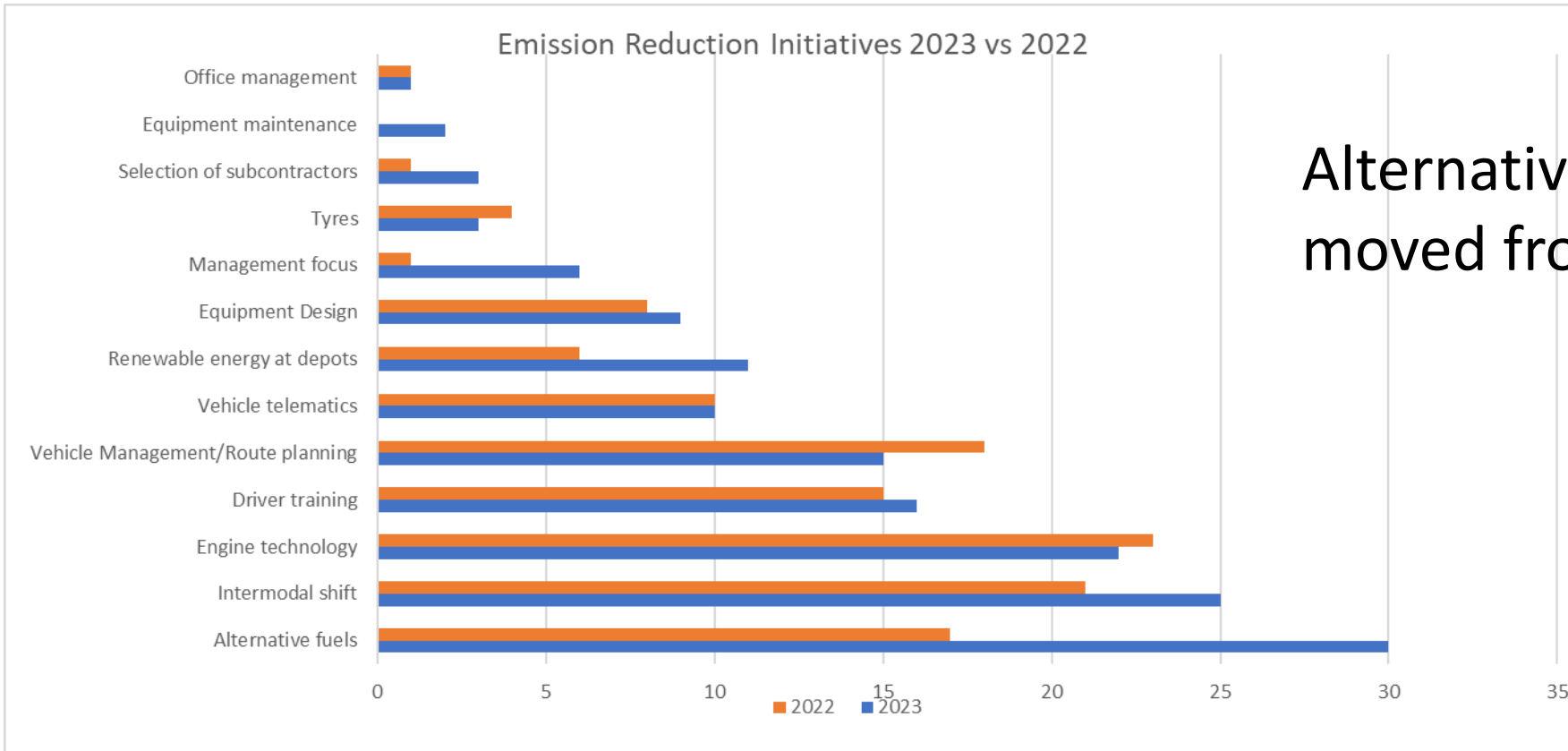
- Total cleanings = 289,977
- Water used = 590,100 cubic metres
- Water per cleaning = 2.035 cubic metres
- Injury incidents = 16
- Injuries per 1000 cleanings = 0.055
- Product loss incidents = 0
- Energy efficiency ;
 - Electric (KWh/clean) = 21
 - Gas (M3/clean) = 20.5
 - Gasoil/Diesel (Litres/clean) = 15.4

Summary

- Tonnes in = 4,057,275
- Tonnes out = 4,039,005
- Trucks by fuel type ;
 - Electric = 448 (56%)
 - LPG = 204 (25.5%)
 - Diesel = 146 (18.3%)
 - Alternative fuels = 2 (0.3%)
- Injury incidents = 26
- Injuries per 1000 tonnes despatched = 0.0064
- Product loss incidents = 1
- Product loss per 1000 tonnes despatched = 0.0012

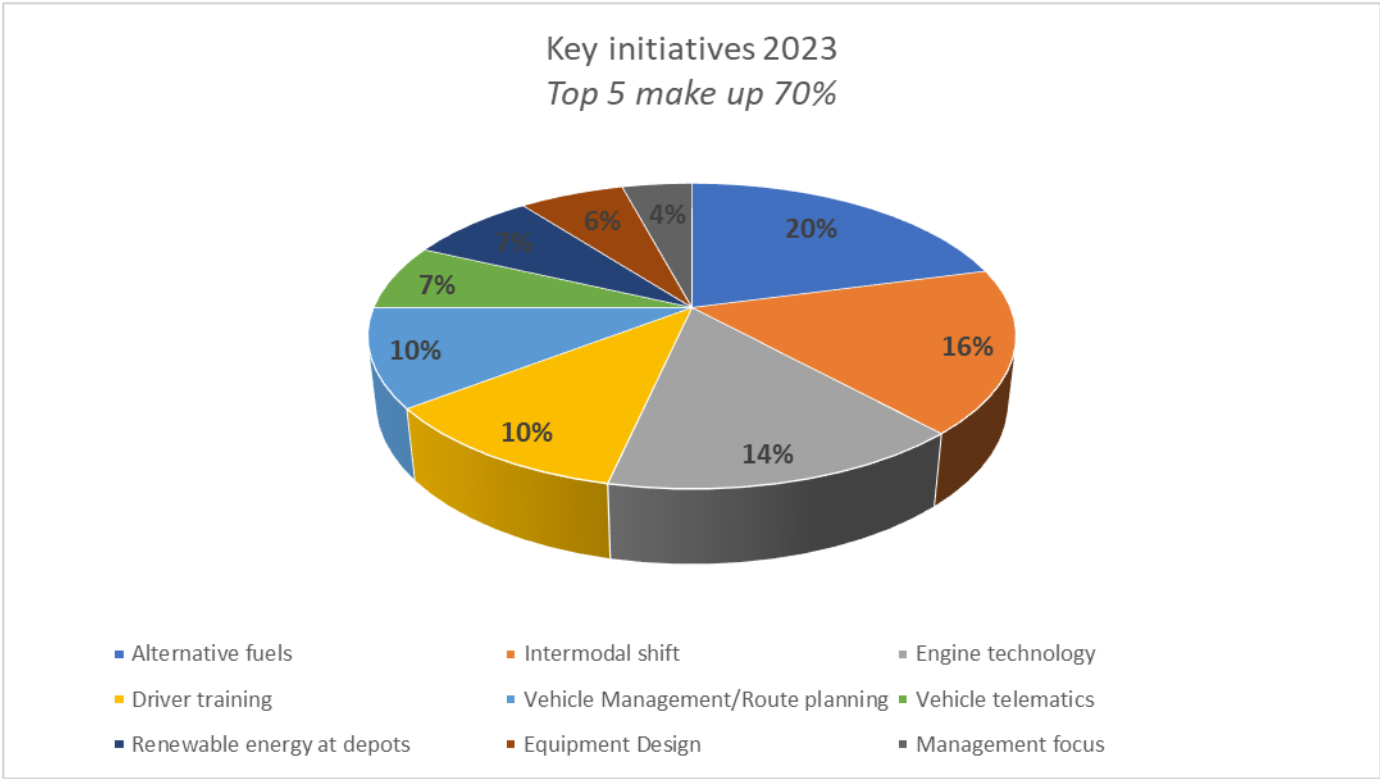
RC MEMBER EMISSION REDUCTION INITIATIVES 2023

HIGHLIGHTS



Alternative fuels has moved from 4th to 1st

HIGHLIGHTS



In 2022, the top 5 made up 75%

FOOD FOR THOUGHT ?

Companies can achieve an average 40 to 50 percent reduction in logistics emissions using solutions available today.

Pathway to 50% logistics emission reduction by 2030

Supply chain efficiency levers ● Transport
Supplier/technology levers ● Warehousing

Levers	Emissions reduction, %	Impact source	Description
Logistics emissions	100		
Network redesign	7-9	● ●	Optimized network to reduce distance traveled and optimize assets/footprint
Routing optimization	5-7	●	Reduced distance traveled and empty backhauls with dynamic route optimization
Load optimization	4-5	●	Improved utilization with load optimization and planning
Mode mix	4-6	●	Utilizing higher-efficiency modes such as shipping and rail
Vehicle efficiency	5-6	● ●	Efficient vehicle design, tire technology, and operations
Electrification	10-12	●	Electrification of fleets to ensure zero tailpipe emissions
Advanced fuels ¹	2	●	Switching to advanced fuels and fuels from waste that reduce overall GHG emissions
Energy efficiency	2	●	Purchasing renewable energy, using solar panels, switching to electric material-handling equipment
Building efficiency	1	●	Efficient building materials, lighting, and insulation to reduce energy usage
Future emissions	50-60		

¹Estimate based on existing advanced fuel technology. With emerging technologies, a significant portion of the future emissions estimate of 50-60% could be further reduced.
Source: McKinsey findings from previous client engagements



ZERO EMISSION KNOWLEDGE PLATFORM

February

May

October

ECTA
The Chemical Logistics Association

Best ways to use the new GLEC framework
- examples for both big and small companies

Global Logistics Emissions Council Framework

Smart Freight Centre | GLEC | For Logistics Emissions Accounting and Reporting V3.0

A Zero Emissions Knowledge Platform Webinar

ECTA
The Chemical Logistics Association

Progress and challenges with the zero emission vehicle transition



A Zero Emissions Knowledge Platform Webinar

Performance monitoring of subcontractors

Registrants = 159
Speakers = Alan Lewis, Brecht Den Otter, Thies Grage
Feedback 4.5/5 stars

Registrants = 146
Speakers = Thomas Fabian, Jan Schouten
Feedback 4/5 stars

Webinar date = 15th October
Speakers = Alain Delzenne, Justin Lemmens, Nick Van der Gaag

THE NEW RC KPI FORMS

- Key changes from 2023
- Incorporated changes to process based on feedback
- KPI Q&A after this workshop
- Blank forms & best practice example available on ECTA website from October
- Webinar on correct completion of forms in November

NO EXTENSION BEYOND FEBRUARY 2025 FOR SUBMISSION OF KPIS & IMPROVEMENT PLANS

OTHER ECTA team topics

ECTA codes : guideline revision 5 update on code 11 is in preparation and review

To avoid any ambiguity between the use of code 6 and code 11


6	Congestion in traffic	Disruption of the transport order due to heavy traffic or a traffic accident (not one's own accident, which is reported as equipment accident)
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11	Force of nature – Unplanned roadblocks	Sudden unplanned roadblocks (=road or tunnel blockages of several hours) caused by extreme weather (storms, mudflows, avalanches, earthquakes, stone falls,..) or severe traffic accidents beyond anyone's control
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updated

Under whose control did it happen?

	Haulier/ carrier	Shipper	Beyond anyone	Customer
Code 6	H	S	X	C
Code 11				



ECTA-CEFC GUIDELINES FOR STANDARDIZED CODING OF TRANSPORT EVENTS
ECTA CODES ISSUE 5 (updated version) August 2024

Responsible Care®
OUR COMMITMENT TO SUSTAINABILITY

ECTA
EUROPEAN CHEMICAL TRANSPORT ASSOCIATION

cefic

ECTA DIGITALIZATION GUIDELINES DATA & INTERFACE STANDARDS

Why data standards? Why connectivity standards?

- Speak the same language – align master data between sender and receiver and avoid manual completion
- IT complexity is growing and so are the maintenance costs of “unstandardized/customized” connections.
- Define rules what data are optional or mandatory at industry level to allow automations
- Reduce administration costs along a chain of logistics partners
- Avoid mapping of customized 1-1 individual company specific connections

Intro: ECTA digitilization work group

ECTA's digital Best Practice guidelines since 2019

ECTA BEST PRACTICE GUIDELINE: TRUCK & DRIVER DATA STANDARDS

[Read Article](#)

ECTA BEST PRACTICE GUIDELINE: TRANSPORT INVOICING DATA STANDARDS WITHIN BULK CHEMICALS

[Read Article](#)

ECTA BEST PRACTICE GUIDELINE: EQUIPMENT MASTER DATA

[Read Article](#)

ECTA BEST PRACTICE GUIDELINE: TRANSPORT ORDER DATA STANDARDS WITHIN BULK CHEMICALS

[Read Article](#)

ECTA BEST PRACTICE GUIDELINE: DIGITAL DOCUMENTS ECMR AND EECB

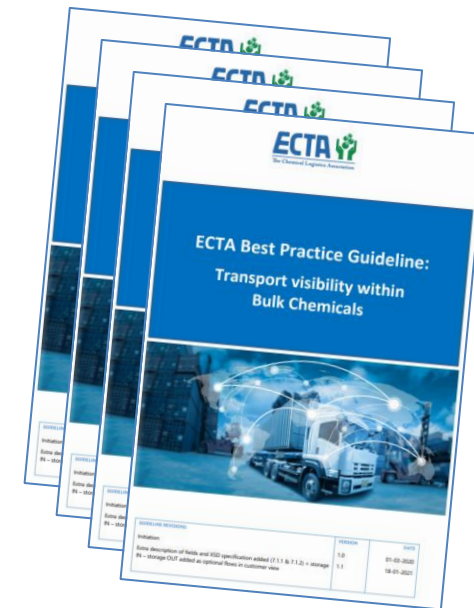
[Read Article](#)

ECTA BEST PRACTICE GUIDELINE: TRANSPORT VISIBILITY KPI FRAMEWORK FOR SUPPLIER DATA QUALITY

[Read Article](#)

ECTA TRANSPORT VISIBILITY BEST PRACTICE GUIDELINE

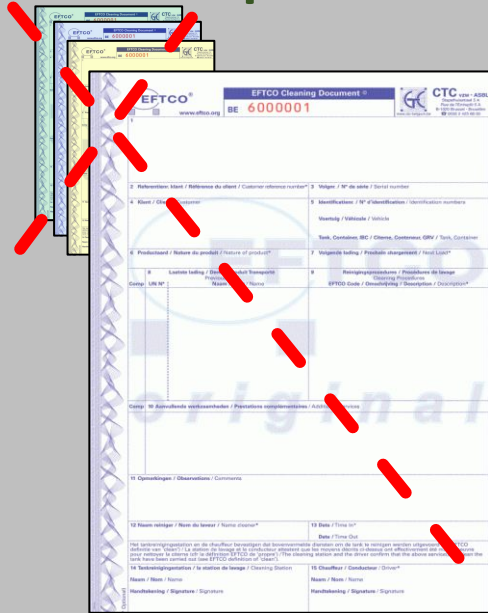
[Read Article](#)



The HYBRID eECD 2.0 industry solution

**Objectives: Replace paper ECD with a digital eECD 2.0
eECD 2.0 pdf print is a valid EFTCO cleaning document**

Paper ECD



Digital hybrid eECD 2.0



One digital eECD Industry standard

More info? www.eclic.eu or info@eclic.eu

ECLIC is a "not for profit" project initiative with



- BEING prepared for 2025

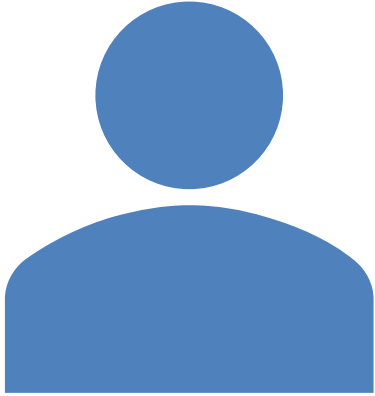
An ECTA new digital best practice guideline line on

Standardization of Digital Processes in Intermodal Chains



ECTA DRIVERS APP

ECTA DRIVERS APP



1500+
Drivers



980+
Locations
to rate



One third+ of the
ECTA Members
use it already

×

Safety
★ ★ ★ ☆ ☆

Waiting time
★ ★ ★ ★ ☆

Truck driver treatment
★ ★ ★ ☆ ☆

Driver Facilities
★ ★ ★ ★ ☆

Total residence time spent

< 2 hours 2-4 hours > 4 hours

For what product type?

Packed Dry Bulk Liquid

Is the rating for...

Loading Unloading

WHAT HAPPENS WITH THE GATHERED DATA?

- After 30 ratings per location – average results will be visible to public in APP
- Official ECTA Reportings: started!
- ECTA will follow up with locations to inform them about their trends and improvement recommendations – as benefit for the listed locations and to show drivers that their voice matters!
- All reportings are anonymous at all times



WHAT DO THE SHIPPERS THINK?

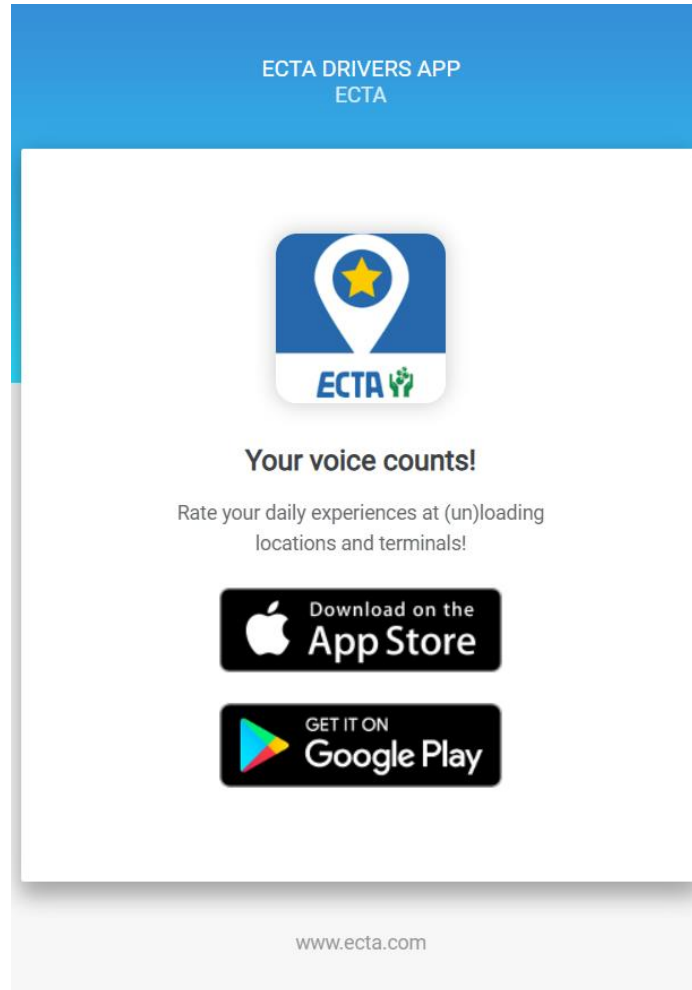
- Different shippers agreed to a cooperation with the ECTA Drivers APP
- Drivers get reminded to rate at the locations
- ECTA reports annually to locations to inform them about problem areas and benchmarks

WHAT DO THE DRIVERS THINK?

- ECTA rewarded the most active drivers with Certificates
- Drivers actively submit location data
- Overall feedback is positive – ECTA sees increase in engagement since Native APP (Summer 2024)



ECTA DRIVERS APP



DOWNLOAD NOW!



L[♂]♀GISTICS

WOMEN IN LOGISTICS

Fostering Gender Parity



L[♂]♀GISTICS

INTRO MOVIES

<https://www.essers.com/women-in-logistics-fostering-male-female-parity/>

[Essers event Sept 3rd - aftermovie](#)

Women in Logistics: chart



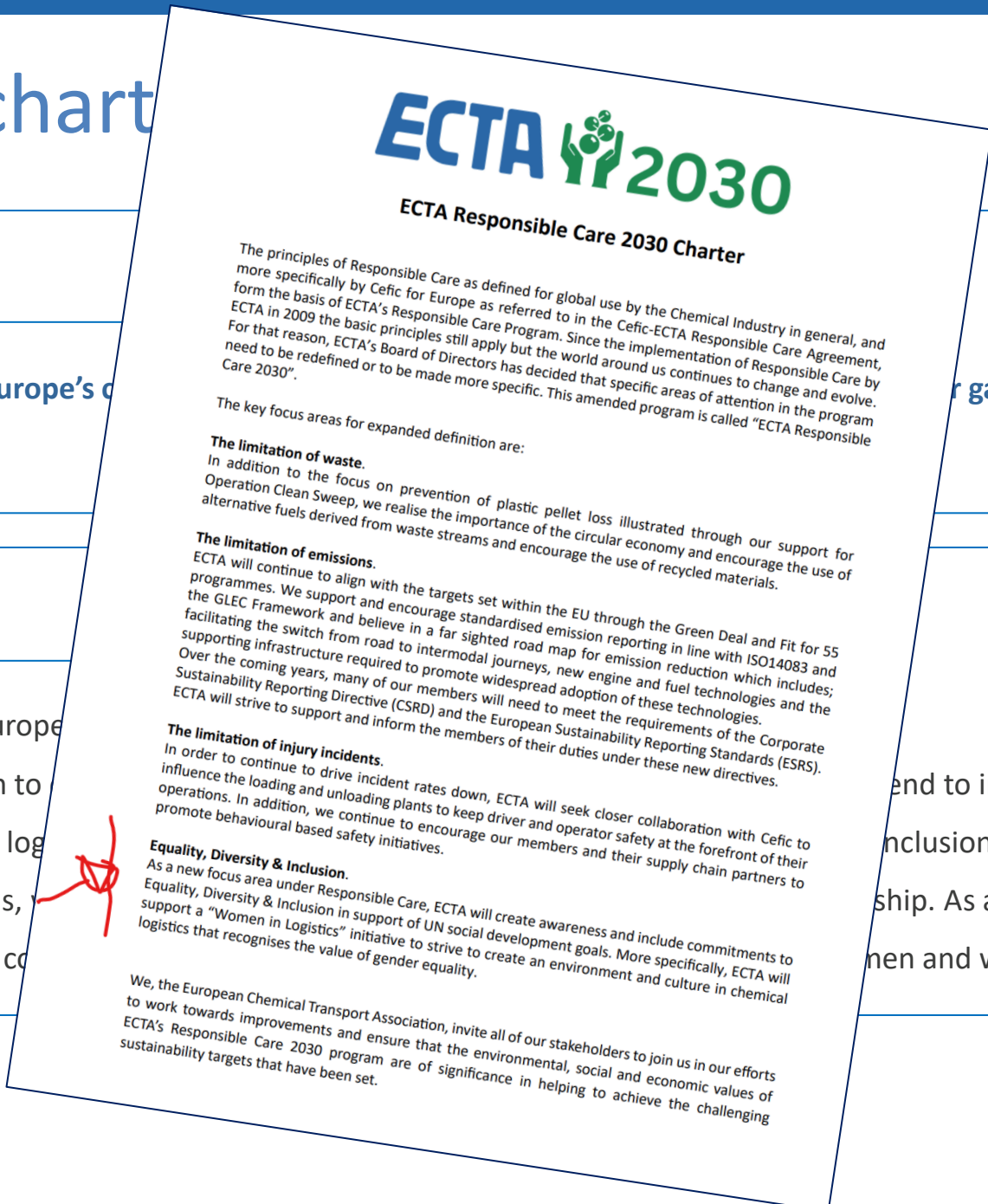
VISION

We believe in a **Better Tomorrow** by empowering Europe's diversity and representation by female and male.



MISSION

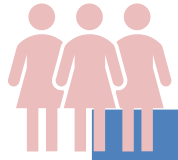
Our mission is to achieve a **male female parity** in Europe. Through the establishment of an Ecosystem, we aim to influence policy and practice. We envision a future where the logistics industry is a **gender equal** place. First, we focus on male-female parity. To achieve this, we will work with our members and partners. In addition, we foster a consortium as a living example of collaboration.



gap with equal

end to influencing inclusion, and safety. ship. As a driving men and women.

Wil - content pillars



Leadership diversity

- Bertschi
- Eastman
- **Objective:** Increase female representation in Leadership
- **Next Step:**
 - Project Charter
 - What is the Warehouse of opportunities?
 - Leverage: existing proven evidence



Driver diversity

- Den Hartogh
- Dow
- **Objective:** Attract and Retain Female Drivers
- **Next Step:**
 - Project Charter
 - What is the Warehouse of opportunities?
 - Leverage: existing proven evidence
 - <https://www.womenintruck.org/>
 - [IRU | World Road Transport Organisation](#)



Operator diversity

- H.Essers
- Covestro
- LYB
- **Objective:** Attract and Retain Female Blue Collars
- **Next Step:**
 - Project Charter
 - What is the Warehouse of opportunities?
 - Leverage: existing proven evidence
 - <https://wisci.mit.edu/>
 - Adecco

Be part of the movement to close the gender gap in logistics, promoting diversity, innovation, and better business outcomes for all.

[JOIN US IN DRIVING THE CHANGE](#)

[FOLLOW US ON LINKEDIN](#)

<https://www.essers.com/women-in-logistics-fostering-male-female-parity/>

ECTA



Q&A